

3. The proposed Conditional Use will be designed, constructed, operated, and maintained so as to be harmonious and appropriate in appearance with the existing or intended character of the general vicinity and that such use will not change the essential character of the neighborhood. **The proposed use is in a commercial area that contains similar personal service uses in the immediate vicinity. Since the proposed use will be located in an existing multi-tenant commercial building, it will not change the essential character of the neighborhood.**
4. The proposed Conditional Use will not be hazardous or unreasonably disturbing to existing or future neighboring uses. **It is not expected that this use will be hazardous or unreasonably disturbing to adjacent uses.**
5. The proposed Conditional Use will be served adequately by essential public facilities and services such as streets, police and fire protection, drainage, water and sewer, or the persons or agencies responsible for the establishment of the proposed use shall be able to adequately provide any such services. **The proposed Conditional Use will be served adequately by essential public facilities and services.**
6. The proposed Conditional Use will not create excessive additional requirements at public cost for public facilities and services and will not be detrimental to the economic welfare of the community. **The proposed Conditional Use will not create excessive additional requirements or be detrimental to the economic welfare of the community.**
7. The proposed Conditional Use will not involve uses, activities, processes, materials, equipment and conditions or operations that will be detrimental to any persons, property, or the general welfare by reason of excessive production of traffic, noise, smoke, fumes, glare, or odors. **The proposed Conditional Use does not involve uses, activities, processes, materials, etc. which are detrimental to any persons, property, or the general welfare.**
8. The proposed Conditional Use will have vehicular approaches to the property that are designed so as not to interfere with traffic on surrounding public thoroughfares. **The proposed Conditional Use will utilize existing vehicular approaches.**
9. The proposed Conditional Use will not result in the destruction, loss, or damage of a natural, scenic, or historic features of major importance. **The applicant is proposing to utilize an existing building therefore there will not be significant loss of features or structures on the site.**

Specific Standards for Personal Services: The following standards are specific standards that apply to personal services.

1. The proposed use shall not generate an unreasonable increase in traffic volume or require special off-street parking, and may not use on-street parking to meet the parking requirements applicable to it, as outlined in section 1111.07. **The proposed use will not generate unreasonable increases in traffic volume or require special off-street**

- parking. The salon is proposed to operate by appointment only, which helps regulate traffic.
2. The lot area shall be adequate to accommodate the required off-street parking requirements without any variances to said requirements, as outlined in section 1111.07. **The lot is adequately sized to meet all off-street parking requirements and no variances are required. Off-street parking is available for patrons in the existing parking lot behind the building.**
 3. Any signage shall be of the type and size permitted in the zoning district under the City's sign regulations, outlined in section 1111.08, and shall be approved by Planning Commission as a part of the Conditional Use Permit. **Window signs are proposed that meet the requirements of Table 23: Signs in the Downtown Districts.**
 4. The proposed use shall comply with the Landscaping Standards contained in section 1111.05. **N/A**
 5. Cut-off type lighting fixtures shall be used in parking areas to minimize impact to neighboring residentially-zoned properties. **Additional lighting fixtures are not proposed.**
 6. No portion of the structure or its appurtenances, including ancillary, associated, or auxiliary equipment shall be located in front of the established building line. **No portion of the structure or its appurtenances are proposed to be located in front of the established building line.**
 7. If adjacent to a residential use or residential district, such use shall not create excess noise, dust, odors or other nuisances. **The proposed nail salon is designed to operate entirely within the building, ensuring minimal impact on nearby residences.**
 8. Planning Commission may limit the hours of operation of such use to assure compatibility with adjacent uses. **The proposed hours of operation are 11:00 am to 6:00 pm Monday, Tuesday, Thursday; 11:00 am to 7:00 pm Friday, and 12:00 pm to 5:00 pm Saturday.**
 9. The minimum distance of driveways from intersections shall be as approved by the City Engineer. The minimum distance of driveways to an entrance of a school, place of worship, cemetery, or day care center shall be as approved by the City Engineer. **N/A**
 10. Access shall be from an arterial street or collector or shall be provided in a manner that does not cause heavy impact on residential streets. Access drives shall be as approved by the City Engineer. **N/A**
 11. The circulation areas shall provide smooth, continuous flow with efficient, non-conflicting movement throughout the site. Major vehicular circulation movements shall not conflict with major pedestrian movements. Interconnecting circulation aisles between parcels shall be provided. **N/A**
 12. Every parking and loading space shall have sufficient access and maneuvering area. All maneuvering areas shall be on the same lot as

the use the area is intended to serve. **Parking facilities exist behind the building which provide a sufficient access and maneuvering area.**

13. The applicant shall submit a plan indicating safe traffic ingress and egress, traffic circulation, and on-site parking, which plan shall be subject to approval by Planning Commission to assure reduced congestion, promote safety, and reduction in the impact on the residential character of the neighborhood, as applicable. **N/A**
 14. This use may be permitted where the applicant can demonstrate that the use is distributed and properly integrated into the site plan to avoid congestion, to minimize conflict points between auto traffic and pedestrians, to reduce the number of curb cuts and to prevent strip type development. **N/A**
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